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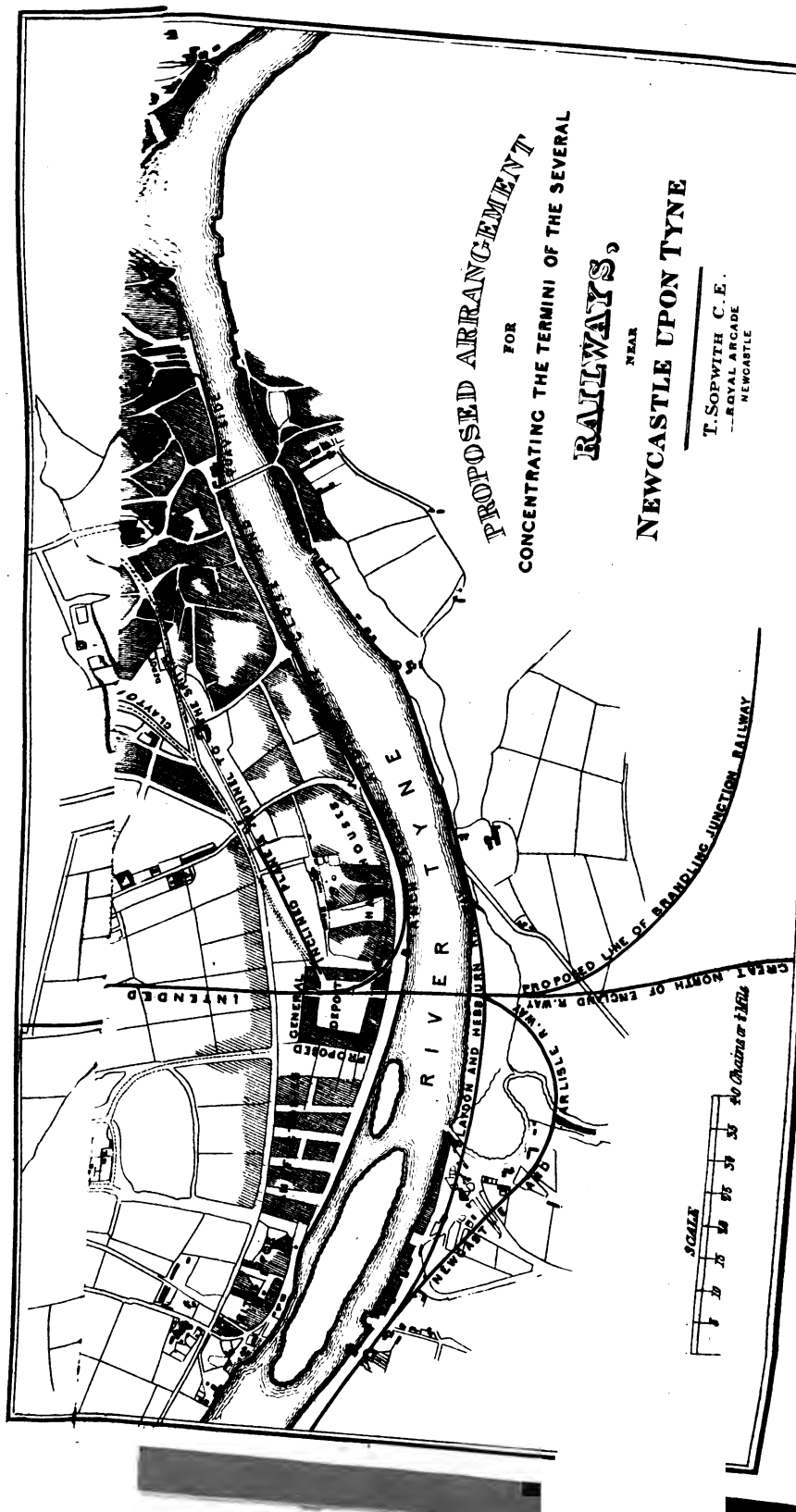
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**NEAR
NEWCASTLE UPON TYNE**

T. SOPWITH C.E.
—ROYAL ARCADE
NEWCASTLE



**A
PROPOSAL
FOR
CONCENTRATING THE TERMINI OF THE
NEWCASTLE AND CARLISLE,
THE
GREAT NORTH OF ENGLAND,
AND PROPOSED
EDINBURGH RAILWAYS;
AND FOR PROVIDING SPACIOUS AND ELIGIBLE
DEPOTS,
WITH CONVENIENT ACCESS, FROM THESE SEVERAL
RAILWAYS
TO THE TOWN OF NEWCASTLE,
SUBMITTED TO
THE CONSIDERATION OF THE RESPECTIVE COMPANIES, AND TO THE
PROPRIETORS OF PROPERTY INTERESTED IN THE SAME.
BY RICHARD GRAINGER.**

**NEWCASTLE :
PRINTED BY T. AND J. HODGSON, UNION STREET.**

1836.



A PROPOSAL, &c.

THE NEWCASTLE AND CARLISLE RAILWAY COMPANY are in possession of powers to make a Railway on the north side of the River Tyne, from near Scotswood to the Skinner Burn, at the west end of the Close; and by a subsequent act of parliament have obtained a power to cross the River Tyne by a bridge west of Redheugh Quay, and to continue the line of railway to the Spital, near Westgate Street. The former of these projects, so far as relates to that portion of the line between Scotswood and Elswick, is generally understood to have been abandoned. The latter plan of continuing the railway from Dunston Haugh to the Spital, as appears by the parliamentary plan and section, is intended to be effected by a bridge across the River Tyne, at an elevation of 20 feet above the ordinary high water of spring tides, and by an inclined plane to be worked by a stationary engine, with a tunnel, past the north side of the Infirmary to a dépôt in the Spital.

This arrangement was contemplated by the Newcastle and Carlisle Company with a view to the general accommodation of the town, and convenience of the public, previously to the projection of the Great North of England and other railways. Subsequently to that period, also, several extensive alterations, as regards the markets and principal streets of the town, have been effected, and further improvements are contemplated, which will greatly enhance the value of railway property, and promote the commercial and manufacturing interests of the port of the Tyne. Arrangements are now in active progress, and have, to a considerable extent, been matured, for establishing extensive manufactories on the north

banks of the River Tyne, at Elswick; and, from the investigation which has been bestowed on the subject, there is solid reason to believe that this district, generally, offers many peculiar advantages for the prosecution of extensive manufacturing processes, the success of which will at once increase the value of railway property, and add to the general prosperity of the town and neighbourhood.

In giving the requisite attention to the consideration of a project so extensive as the appropriation of a large district for the purpose of establishing extensive manufacturing and commercial works, it has appeared to be of the first consequence that the proprietors of the railways, and of the property which adjoins the district, should be consulted, and such arrangements entered into, as may best accord with the interests of the respective companies, and of the public; interests which are so mutually dependent on each other that no plan which neglects the one can be likely to benefit the other.

As regards the connection of the Town of Newcastle with the several railways which are now in progress, or in contemplation, it seems most desirable that such facilities may be afforded as may suit the trade of the town, and the accommodation of the public generally, and, after a careful and minute enquiry, the following data, bearing upon the subject, present themselves.

The general levels of the Newcastle and Carlisle, and of the Great North of England Railway, are adapted to cross the River Tyne, at an elevation of about 20 feet above high-water mark.

The proposed terminus in the Spital does not offer favourable opportunities of extension, and its distance from the markets is such as would necessarily require the aid of carts or vans to carry heavy goods either to the markets, to the terminus of the Newcastle and Shields Railway on the east side of the town, or, indeed, to the interior of the town generally and the Quay. Many passengers also would require the accommodation of a conveyance to different parts of the town, while the limited distance would scarcely repay the expense of a proper establishment of carriages for that purpose.

The space now allotted for a depôt in the Spital does not afford such extensive accommodation as there is just reason to expect will be required at the termination of the line of the Newcastle and Carlisle Railway, and affords no facilities for the Great North of England and other Railways having depôts in this part of the town.

From these and other considerations, which it would be tedious to detail, but which will present themselves in any enquiry respecting the connection and usefulness of the several railways, the following plan is proposed for consideration : —The various details of distances, expense, and probable utility, as compared with other practicable lines, have been carefully considered from a correct survey and inspection of the ground, and it is now submitted in a definite form in order to ascertain, as early as possible, the views of the Railway Directors and owners of property on the line.

It is proposed that the railway now made on the edge of Dunston Haugh remain for the purpose of being continued eastward, as originally proposed ; that a branch railway commence from the same at Dunston, and rising at an inclination not exceeding 1 in 300 to the level of the proposed bridge, shall terminate on the same level at the northern extremity of the bridge, in a depôt near to the Herd's House, west of Elswick colliery. It is proposed to afford the Newcastle and Carlisle Railway a convenient and eligible depôt at this place, in addition to that at the Spital, recently purchased by the Company, which depôt in the Spital could be gained by an inclined plane rising at a much more moderate inclination than is proposed by the parliamentary line.

It is proposed also to furnish the Great North of England Railway Company, and the proprietors of any railway that may be continued to the north, with convenient depôts adjoining the river side depôt of the Newcastle and Carlisle Company.

From these depôts it is proposed to carry a branch railway down the north shore of the River Tyne, under the powers held by the Newcastle and Carlisle Railway Company, to Skinner Burn. Several of the proprietors of property

in the Close have been consulted, and have given a favourable opinion with reference to the important object of effecting a direct railway communication with the River Tyne, either upon or in front of the quay along the Close, so as to pass under the north arch of the Bridge on to the Quay, as proposed in the first prospectus of the Newcastle and Carlisle Railway Company.

Such an extension would greatly increase the facilities of the several owners and occupiers of property in the Close for receiving and transmitting fuel, or any articles of merchandize, inasmuch as a direct and cheap mode of conveyance would at all times be available to each, and by means of slipways and cranes all the present advantages of a water frontage might be secured.

From the respective depôts of the Newcastle and Carlisle and Great North of England Railway Companies being contiguous, and in a position admitting of any required extension, much convenience and saving of time would result in effecting that transfer of passengers and goods, which will be required to a very considerable extent.

In the event of an Edinburgh Railway also terminating in this situation, the interchange of passengers, goods, and cattle would be greatly increased, and when it is considered that this interchange would take place between the respective Railways, not only daily, but many times in each day, the vast importance of the several depôts, and offices being concentrated in one place, must appear so obvious as to claim the earnest consideration of the Promoters and Directors of the various companies. It may be observed also, that this situation affords an opportunity of the Newcastle and North Shields and Brandling Junction Railways having warehouses for the reception of goods received from, or destined for, the railways to London, Edinburgh, or Carlisle.

As regards passengers and goods going to the interior of Newcastle, it is proposed that they should be at once conveyed from the depôt to any part of the town in three several directions, as follows:—By Clayton Street, to Northumberland Street and Barras Bridge; one along Collingwood

Street and Mosley Street, to the depôt of the Newcastle and Shields Railway; and a third along the Branch Railway to the Quayside. The same conveyances moving in the same routes would, at stated periods, bring passengers or goods from the several parts of the town, and would thus afford a general facility of communication much greater than could possibly be afforded by any single station in the heart of the town.

From the Spital depôt to the new markets, by the present streets, is as follows:—

	YARDS.
By Westgate Street, Pudding Chare, and Bigg Market, - - -	650
By Collingwood Street and Bigg Market,	850
By Mosley Street and New Dean Street,	1050
By Westgate Street and Low Friar Chare,	750

From the proposed depôt at Elswick to the markets, is 1600 yards, and in the event of this proposal being adopted, or its general arrangements acted on, it is undertaken by the proposer that a Macadamised road, 60 feet wide, shall be made in a direct line, or by a very gentle curve to the centre of the town, the ascent of which will be extremely moderate.

By the plan here proposed, it is submitted that the railways of both companies would at once be put in direct communication with the high, middle, and low parts of the town of Newcastle. That the expense of and objection to an inclined plane and tunnel to the Spital depôt, might either be entirely avoided or greatly obviated; that commensurate space for depôts would be obtained to any required extent; and that the terminus of each railway would be accommodated with a short and easy access to Newcastle Quay, and at the same time, from their contiguity, much time and expense would be saved in transferring passengers and goods from one line to the other. As regards the railways already mentioned, it is presumed that the several facilities and advantages afforded by this position of the depôts will have the early attention of the Directors of all the companies concerned, and a further investigation will be made in conjunc-

tion with the Engineers of the respective companies, and the proprietors of property on the line.

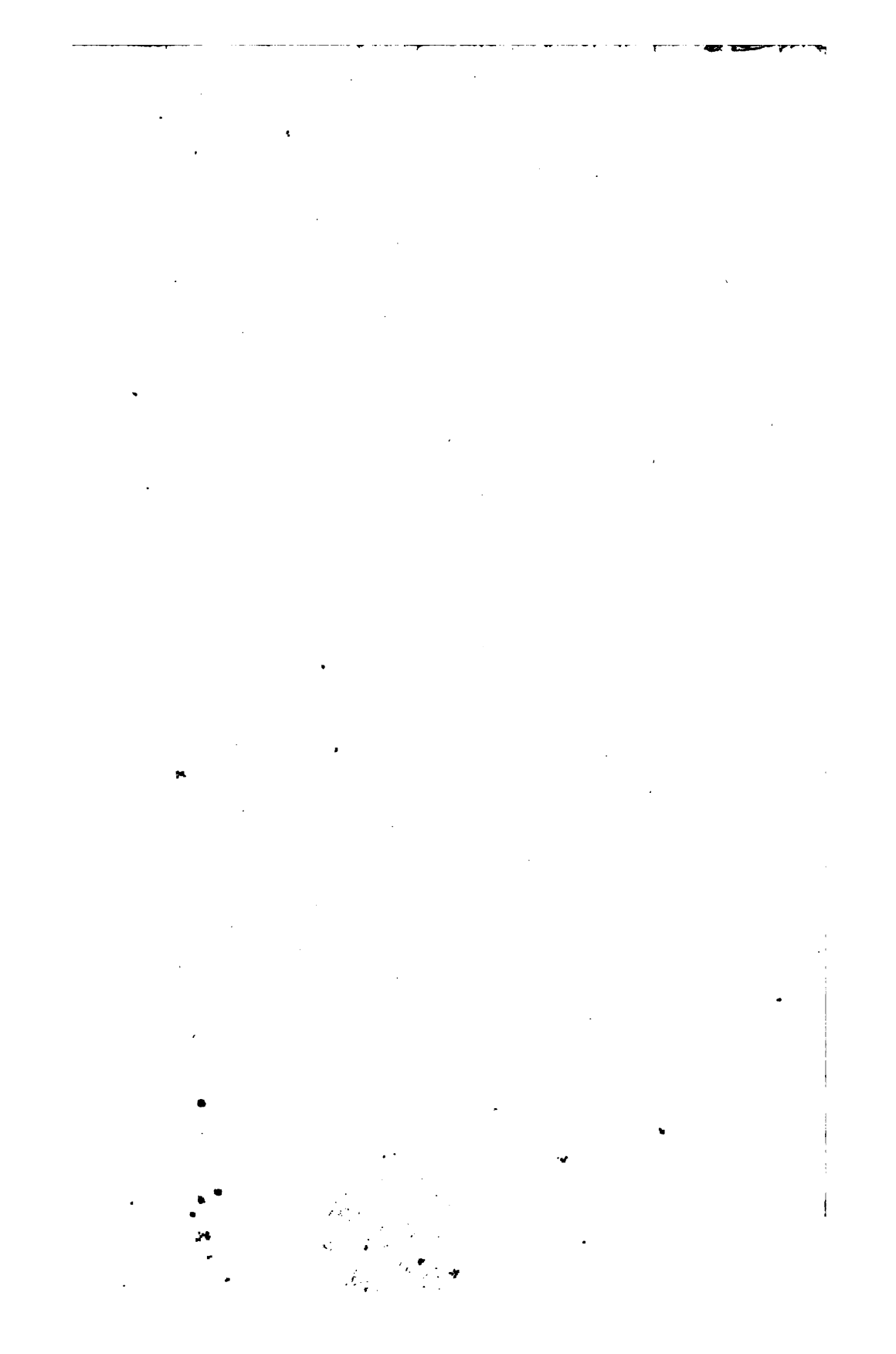
It only remains to add that the position of the proposed depôts is more favourably situated than the Spital, as regards a communication with the north. This can only be effected by a bridge of vast dimensions and expense, or by an inclined plane worked by a fixed engine. The former shuts out all hope of connection with the lower railways, or the river, and with the town generally, and the cost precludes all chance of its being accomplished, unless at a very distant period. If, then, an inclined plane was made to gain the Spital, still another incline would be requisite to gain the table land of Northumberland. Any such incline would best be commenced at the terminus of other lines, and the depôt of a Northumberland Railway could be fixed at the same point as those already described. The district has been examined, and the position of the proposed general depôts is found to be such as would admirably suit for extending the railway from London in a direct line towards Edinburgh.

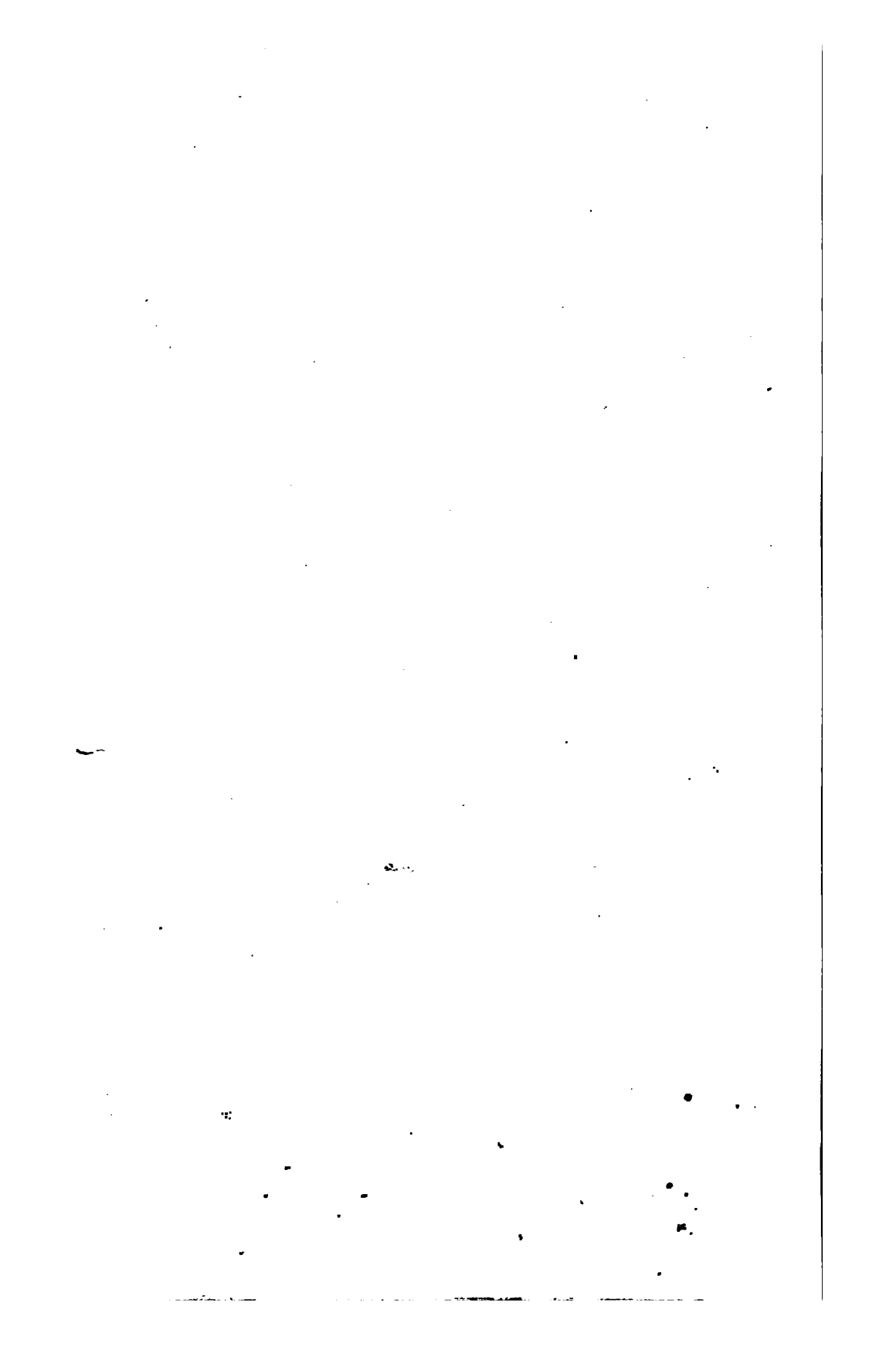
To the experienced and intelligent gentlemen connected with the railways, and the owners of property interested, for whose consideration this brief outline has been prepared, it is only necessary to describe, generally, what is proposed, and what are conceived to be the advantages as compared with a terminus at the Spital. From a general survey of the property, and consideration of the expense, it is confidently submitted that the plan is practicable and highly eligible. The proposer can offer important facilities to either or both companies, or will undertake to execute a large portion of the project under a suitable arrangement. The annexed plan exhibits the general outline of the district, with the communications which it is intended should be effected in various directions. Detailed plans of the project, and of the proposed extension to Edinburgh, may be seen at Mr. SORWITH'S Office, in the Royal Arcade.

NEWCASTLE.

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